



# City of Yelm

EST. 1924

## WASHINGTON

“Proudly Serving Our Community”

To: Yelm Planning Commission  
From: Tami Merriman, Associate Planner  
Date: October 14, 2019  
Subj: Unified Development Code Update

### BACKGROUND

Pursuant to Section 18.04.050 YMC, the Yelm Planning Commission has reviewed the City of Yelm Unified Development Code for compliance with current Federal Communications Commission (FCC) rulings in regards to facilitating the sharing of infrastructure that supports wireless communications and limitations upon local government application and development requirements applicable to proposals for modification.

The Commission has also been tasked to review development regulations to facilitate the Comprehensive Plan Goal for housing: “Encourage the availability of affordable housing to all economic segments of the population of the state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.”

### CURRENT SITUATION

Current code sections do not clarify timing as required by the FCC for wireless communication facilities, and design standards for location on existing infrastructure in existing City rights-of-ways. The proposed changes brings the code into compliance with the recent FCC rulings.

In regards to housing, the Commission determined that more in-depth study is required to address low and extremely low income housing. The Commission reviewed the current design standards for residential development for possible barriers to development of a variety of residential densities and housing types.

### PROPOSED CHANGES

Proposed updates for Wireless Communication Facilities include new and updated sections to clarify specific timing requirements as required by the FCC for wireless communication facilities, and design standards for new, and colocation of wireless communication facilities within existing rights-of-ways.

Planning Commission Findings:

1. Chapter 18.10 Integrated Project Review Process does not clarify specific “Shot Clock” timing for review and approval of Wireless Communication Facilities as required by the Federal Communications Commission.
2. Chapter 18.70 Wireless Communication Facilities does not clarify exemptions for temporary wireless communication facilities, requirements for Franchise Agreements, or standards for attached and new wireless communication facilities within City rights-of-ways.

Proposed updates in regards to housing include providing density bonus for developments that integrate housing variety in development, allowing only multi-family development in the high density residential zone, reducing setback requirements for secondary dwelling units, and reducing parking requirements for multi-family development over 4 units.

Planning Commission Findings:

1. The City of Yelm currently has approximately 408 apartment units, 192 of which are considered low income, or subsidized housing, equaling over 47% of available units.
2. In order to implement programs for requiring low income housing, and take advantage of state funding programs such as tax incentives and impact fee waivers, a more detailed and in-depth study should occur to determine current market analysis, vacancy rates, median income, and Yelm’s specific needs.
3. Current market trends show the greatest sales of homes are large homes at current market rate, mainly to established families and retirement aged persons, and more expensive homes for those in high income brackets.
4. Most residential developments in the City do not build to the maximum density allowed.
5. Market rate home prices are above what working wage and median income persons can afford.
6. A range of housing types would help provide affordable homes in the form of townhouses, duplexes, multi-family establishments, and smaller homes for seniors, new families, and median income families.
7. Most barriers that prevent development of housing variety and sizes are out of control of city regulations, such as financing options and availability, and building, land, and labor costs.
8. The Commission explored:
  - a. Increasing minimum density requirements.
  - b. Limit maximum lot coverage.
  - c. Providing density bonuses for housing variety.
  - d. Relaxing development standards for accessory dwelling units (ADU).
  - e. Removing height limitation for Multi-family buildings.
  - f. Changing minimum height for accessory buildings.
  - g. Reducing minimum parking requirements for multi-family dwellings.
  - h. Possible results to public infrastructure with density increase.

The Commission proposes the following changes to the Unified Development Code in regards to wireless communication facilities:

Create Section 18.10.065 Determination of completeness for certain applications.

Update Section 18.10.090 to clarify required timing.

Update Section 18.70.020 Exemptions to allow temporary wireless communication facilities for special events, maintenance, or emergency.

Update Section 18.70.055 Franchise required to clarify that wireless communication facilities in public right-of-way are required to have a franchise agreement.

Update Section 18.70.070 Design Standards for attached WCFs to provide design standards wireless communication facilities within a public right-of-way.

Update Chapters 18.31 Low Density Residential District, 18.32 Moderate Density Residential District, 18.33 High Density Residential District, & and 18.64 Zoning Overlays to provide density bonus for planned residential developments that provide a mix of housing types, and increase maximum height for accessory buildings.

Update Chapter 18.35 Central Business District to reduce setbacks for accessory dwelling units.

Update Chapter 18.33 High Density Residential to allow only multi-family development, and remove reduced height limitation when adjacent to lower density residential development.

Update Chapter 18.54 Parking to reduce minimum parking requirements for multi-family developments over 4 units.

The Commission discussed the option of increasing minimum density requirements in the residential zones, however chose not to do so as it may deter new residential development within the City.

The Commission discussed the option of proposing a maximum lot coverage in the residential zones, however chose not to do so as it may deter new residential development with the City.



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### 2019 UNIFIED DEVELOPMENT CODE UPDATE

DEVELOPMENT BARRIERS			RECOMMENDATION
BARRIER	CURRENT CODE	INCENTIVES AND OPTIONS	
MARKET TREND	N/A	N/A	N/A
MATERIAL COST	N/A	N/A	N/A
LABOR COST	N/A	N/A	N/A
FINANCING	N/A	N/A	N/A
OPTIONS	N/A	N/A	N/A
LAND COST	N/A	N/A	N/A
LOW INCOME UNIT AVAILABILITY	NOT ADDRESSED	VARIOUS INCLUSIONARY ZONING OPTIONS STATE TAX INCENTIVES	NEED IN-DEPTH STUDY AT CITY COUNCIL RECOMMENDATION
DEVELOPMENT REGULATIONS			10/21/2019 RECOMMENDATION
DENSITY	NO CURRENT BARRIER, DENSITY ALLOWED HAS NOT BEEN ACHIEVED	INCREASE MINIMUM DENSITY REQUIREMENT REQUIRE DIFFERENT HOUSING TYPES DENSITY BONUS FOR PRD DO NOT ALLOW SFR IN HIGH DENSITY ZONE	NO CHANGE REQUIRED FOR DENSITY BONUS BONUS FOR PRD & TOWNHOUSE DEVELOPMENT DO NOT ALLOW SFR IN R-16
PARKING	2 PER DWELLING UNIT	REDUCE MF MINIMUM REQUIREMENTS REMOVE MINIMUM REQUIREMENTS FOR CBD	BY NUMBER OF BEDROOMS 1/ADU & BY NUMBER OF BEDROOMS
HEIGHT AND SETBACKS	SFR – ACCESSORY BLDG MF – REDUCED WHEN ADJACENT TO SFR COMMERCIAL -	LIMIT MAXIMUM LOT COVERAGE ALL MF 35 FEET OR 3 STORY RAISE HEIGHT IN COMMERCIAL TO ACHIEVE MIXED USE HOUSING	NO CHANGE REMOVE HEIGHT REDUCTION WHEN ADJACENT TO LOWER DENSITY NO CHANGE
STREET OPEN SPACE	60' ROW 5% SFR 10% MF	REDUCE STREET CROSS-SECTION REMOVE ONSTREET PARKING REDUCE OPEN SPACE REQUIREMENT	ALLOWED IN PRD NOW AND FURTHER REVIEW AS PART OF TRANSPORTATION PLAN UPDATE NO CHANGE

## **Chapter 18.31**

### **LOW-DENSITY RESIDENTIAL DISTRICT (R-4)**

Sections:

- 18.31.010 Intent.
- 18.31.020 Permitted uses.
- 18.31.030 Special uses.
- 18.31.040 Standards specific to the R-4 district.

**18.31.010 Intent.**

It is the intent of this chapter to enhance and guide development in single-family residential areas. (Ord. 995 § 12 (Exh. A), 2015).

**18.31.020 Permitted uses.**

The following uses are allowed within the low-density residential zoning district, subject to the project approvals and design standards of the Unified Development Code:

- A. Single-family residential units;
- B. Duplexes;
- C. Secondary dwelling units;
- D. Townhouses;
- E. Planned residential development;
- F. Residential care facilities;
- G. Home occupations;
- H. Family home child care providers;
- I. Attached and co-located wireless facilities. (Ord. 995 § 12 (Exh. A), 2015).

**18.31.030 Special uses.**

The following uses are allowed within the low-density residential zoning district, subject to the special use permit process and design standards of the Unified Development Code:

- A. Child day-care centers and nurseries;
- B. Preschools;
- C. Cemeteries;
- D. Funeral homes;
- E. Convalescent care facilities;
- F. Assisted living facilities;
- G. Congregate care facilities;
- H. Senior centers;
- I. Bed and breakfast/transient lodging places;

J. Essential public facilities;

K. Freestanding wireless communication facilities;

L. Churches and places of worship. (Ord. 1022 § 4, 2017; Ord. 995 § 12 (Exh. A), 2015).

**18.31.040 Standards specific to the R-4 district.**

A. Allowed Density. Four dwelling units per acre; provided, that ~~on existing lots one acre or less~~, duplexes are allowed at a density of one duplex per one-third acre (14,520 square feet). Density bonus available for townhouse and planned residential developments.

B. Minimum Lot Area. There is no minimum lot area.

C. Minimum Front Yard Setback.

1. Fifteen feet from a local access street.
2. Twenty-five feet from a collector street.
3. Thirty-five feet from an arterial street.

D. Minimum side yard setback: five feet.

E. Minimum flanking yard setback: 15 feet.

F. Minimum rear yard setback: 25 feet.

G. Minimum driveway approach: 20 feet.

H. Maximum Building Heights.

1. Main building: 35 feet.
2. Accessory building: ~~25~~6 feet.

I. Accessory Buildings. All accessory buildings must comply with the current building setbacks as stated in this chapter; provided, however, if the accessory building is less than 120 square feet square feet, and less than 10 feet in height, the side and rear yard setbacks do not apply.

J. Secondary Dwelling Units. One secondary dwelling unit may be created on a single-family lot.

1. For lots of record under one acre such conversion or addition shall not exceed 1,000 square feet.
2. For lots of record of one acre or more such conversion or addition shall not exceed 1,500 square feet.

K. Townhouse Development.

1. The minimum parcel size shall be ~~one two~~ acres or larger. Parcels shall provide a mix of townhouses and single-family detached units, with no less than 50 percent of the units being single-family dwellings. (Ord. 995 § 12 (Exh. A), 2015).

## **Chapter 18.32**

### **MODERATE-DENSITY RESIDENTIAL (R-6)**

Sections:

- 18.32.010 Intent.
- 18.32.020 Permitted uses.
- 18.32.030 Special uses.
- 18.32.040 Standards specific to the R-6 district.

**18.32.010 Intent.**

It is the intent of this chapter to enhance and guide development of moderate density, and to provide for a greater variety of housing types. (Ord. 995 § 12 (Exh. A), 2015).

**18.32.020 Permitted uses.**

The following uses are allowed within the moderate-density residential zoning district, subject to the project approvals and design standards of the Unified Development Code:

- A. Single-family residential units;
- B. Duplexes;
- C. Multifamily dwellings;
- D. Townhouses;
- E. Manufactured housing communities;
- F. Planned residential development;
- G. Secondary dwelling units;
- H. Residential care facilities;
- I. Home occupations;
- J. Family home child care providers;
- K. Attached and co-located wireless facilities. (Ord. 995 § 12 (Exh. A), 2015).

**18.32.030 Special uses.**

The following uses are allowed within the moderate-density residential zoning district, subject to the special use permit process and design standards of the Unified Development Code:

- A. Child day-care centers and nurseries;
- B. Preschools;
- C. Cemeteries;
- D. Funeral homes;
- E. Convalescent care facilities;
- F. Assisted living facilities;
- G. Congregate care facilities;

H. Senior centers;

I. Bed and breakfast lodging places;

J. Essential public facilities;

K. Freestanding wireless communication facilities;

L. Churches and places of worship. (Ord. 1022 § 5, 2017; Ord. 995 § 12 (Exh. A), 2015).

**18.32.040 Standards specific to the R-6 district.**

A. Allowed Density. Not less than three and not more than six dwelling units per acre. Density bonus available for townhouse and planned residential developments.

B. Minimum Lot Area. There is no minimum lot area.

C. Minimum Front Yard Setback.

1. Fifteen feet from a local access street.
2. Twenty-five feet from a collector street.
3. Thirty-five feet from an arterial street.

D. Minimum side yard setback: five feet.

E. Minimum flanking yard setback: 15 feet.

F. Minimum rear yard setback: 25 feet.

G. Minimum driveway approach: 20 feet.

H. Maximum Building Heights.

1. Main building: 35 feet.
2. Accessory building: ~~25~~16 feet.

I. Accessory Buildings. All accessory buildings must comply with the current building setbacks as stated in this chapter; provided, however, if the accessory building is less than 120 square feet square feet, and less than 10 feet in height, the side and rear yard setbacks do not apply.

J. Secondary Dwelling Units. One secondary dwelling unit may be created on a single-family lot.

1. For lots of record under one acre such conversion or addition shall not exceed 1,000 square feet.
2. For lots of record of one acre or more such conversion or addition shall not exceed 1,500 square feet. Such conversion or addition shall be subject to the availability of public utilities, and shall comply with all rules and regulations of the building, plumbing, fire and other applicable codes.

K. Townhouse Development.

1. The maximum parcel size for a townhouse development is onefive acres.

L. Manufactured Housing Community.

1. The parcel size shall be a minimum of three acres, with a maximum of 15 acres. (Ord. 995 § 12 (Exh. A), 2015).

## Chapter 18.33

### HIGH-DENSITY RESIDENTIAL DISTRICT (R-16)

Sections:

- 18.33.010 Intent.
- 18.33.020 Permitted uses.
- 18.33.030 Special uses.
- 18.33.040 Standards specific to the R-16 district.

#### **18.33.010 Intent.**

It is the intent of this chapter to make high-density residential developments available to those persons who may prefer such housing because of personal or financial circumstances and preserve within those developments open space and related amenities. (Ord. 995 § 12 (Exh. A), 2015).

#### **18.33.020 Permitted uses.**

~~A. Single family residential units;~~

~~A~~B. Duplexes;

~~B~~C. Townhouses;

~~C~~D. Multifamily dwellings;

~~E. Manufactured housing community;~~

~~F. Secondary dwelling units;~~

~~D~~G. Planned residential development;

~~E~~H. Residential care facilities;

~~F~~I. Home occupations;

~~G~~J. Family home child care providers;

~~H~~K. Attached and co-located wireless facilities. (Ord. 995 § 12 (Exh. A), 2015).

#### **18.33.030 Special uses.**

A. Child day-care centers and nurseries;

B. Preschools;

C. Cemeteries;

D. Funeral homes;

E. Convalescent care facilities;

F. Assisted living facilities;

G. Congregate care facilities;

H. Senior centers;

I. Bed and breakfast lodging places;

J. Essential public facilities;

K. Freestanding wireless communication facilities;

L. Churches and places of worship. (Ord. 1022 § 6, 2017; Ord. 995 § 12 (Exh. A), 2015).

**18.33.040 Standards specific to the R-16 district.**

A. Allowed Density:

~~1.~~ Not less than eight and not more than 16 dwelling units per acre. Density bonus available for townhouse and planned residential developments.

B. Minimum Lot Area. There is no minimum lot area.

C. Minimum Front Yard Setback.

1. Fifteen feet from a local access street.
2. Twenty-five feet from a collector street.
3. Thirty-five feet from an arterial street.

D. Minimum side yard setback: 10 feet.

E. Minimum flanking yard setback: 20 feet.

F. Minimum rear yard setback: 25 feet.

G. Minimum driveway approach: 25 feet.

H. Maximum Building Heights.

1. ~~Within 100 feet of a lower density residential zone: 25 feet.~~
2. ~~All other residential buildings: 35 feet or three stories, whichever is lesser.~~
3. Accessory building: 35 feet.

I. Accessory Buildings. All accessory buildings must comply with the current building setbacks as stated in this chapter; provided, however, if the accessory building is less than 120 square feet square feet, and less than 10 feet in height, the side and rear yard setbacks do not apply.

~~J. Secondary Dwelling Units. One secondary dwelling unit may be created on a single family lot.~~

1. ~~For lots of record under one acre such conversion or addition shall not exceed 1,000 square feet.~~
2. ~~For lots of record of one acre or more such conversion or addition shall not exceed 1,500 square feet. Such conversion or addition shall be subject to the availability of public utilities, and shall comply with all rules and regulations of the building, plumbing, fire and other applicable codes.~~

~~J.K.~~ Townhouse Development.

1. The maximum parcel size for townhouse development shall be no more than ~~240~~ acres.

~~L. Manufactured Housing Community.~~

1. ~~The parcel size shall be a minimum of three acres, with a maximum of 15 acres.~~
2. ~~Maximum density shall be six units per acre. (Ord. 995 § 12 (Exh. A), 2015).~~

## Chapter 18.35

### CENTRAL BUSINESS DISTRICT (CBD)

#### Sections:

- 18.35.010 Intent.
- 18.35.020 Permitted uses.
- 18.35.030 Special uses.
- 18.35.040 Standards specific to the CBD district.

#### **18.35.010 Intent.**

The purpose of the central business district is to promote the special characteristics of the existing downtown Yelm area, to provide a pedestrian shopping atmosphere and to promote the rehabilitation of existing structures and the most desirable uses of land. (Ord. 995 § 12 (Exh. A), 2015).

#### **18.35.020 Permitted uses.**

- A. Retail establishments;
- B. Service oriented establishments;
- C. Apartments;
- D. Residential uses are allowed provided the development occurs on existing lots of record, one acre or less;
- E. Public safety and emergency response facilities, including police and fire stations, emergency medical centers, and hospitals;
- F. Attached and co-location wireless communication facilities. (Ord. 995 § 12 (Exh. A), 2015).

#### **18.35.030 Special uses.**

- A. Child day-care centers and nurseries;
- B. Preschools;
- C. Cemeteries;
- D. Funeral homes;
- E. Convalescent care facilities;
- F. Assisted living facilities;
- G. Congregate care facilities;
- H. Senior centers;
- I. Essential public facilities;
- J. Freestanding wireless communication facilities;
- K. Churches and places of worship. (Ord. 1022 § 7, 2017; Ord. 995 § 12 (Exh. A), 2015).

#### **18.35.040 Standards specific to the CBD district.**

- A. Drive-through food establishments and services are prohibited.
- B. Allowed residential density: 16 dwelling units per acre, ~~subject to R-16 development standards.~~

C. Minimum Lot Area. There is no minimum lot area.

D. Minimum Front Yard Setback.

1. Residential.

a. Fifteen feet from a local access street.

b. Twenty-five feet from a collector street.

c. Thirty-five feet from an arterial street.

2. All Other Uses. Structures shall be located so as to provide continuity with existing streets, alleys, sidewalks, and bikeways.

E. Minimum Side Yard Setback.

1. Single Family Residential: 5 feet side yard and 15 feet flanking yard

2. Multi-family Residential 10 feet side yard and 20 feet from any flanking street.

3.2. All Other Uses. Structures shall be located so as to provide continuity with existing streets, alleys, sidewalks, and bikeways.

F. Minimum Rear Yard Setback.

1. Residential: 25 feet.

2. Secondary Dwelling Units: 5 feet.

3.2. All Other Uses. Structures shall be located so as to provide continuity with existing streets, alleys, sidewalks, and bikeways.

G. Minimum Driveway Approach.

1. Residential: 20 feet.

2. All Other Uses. Structures shall be located so as to provide continuity with existing streets, alleys, sidewalks, and bikeways.

H. Maximum building heights: 35 feet.

I. Maximum floor area: 20,000 square feet per floor.

J. Secondary Dwelling Units. One secondary dwelling unit may be created on an existing parcel, one acre or less, where such conversion or addition shall not exceed 1,000 square feet.

K. Parking. Minimum parking requirements may be waived where on-site parking is unachievable, and on-street parking is available. Angled parking is allowed on local access and collector streets within the central business district.

L. Properties fronting on a “pedestrian oriented street” shall include:

1. Paved pedestrian walkway from the street corner to the building entrance.

2. Transparent window area or window displays along at least 50 percent of the length of the ground floor facade.

3. Sculptural, mosaic or bas relief artwork over 50 percent of the length of the ground floor facade.

4. "Pedestrian oriented space," located adjacent to the sidewalk. At least 500 square feet of pedestrian oriented space must be provided for every 100 linear feet of facade as measured along the property lines adjacent to the street right-of-way.
5. Other special landscaping or building design feature approved by the city.
6. Building entries must have direct access to the public sidewalk.
7. No more than 50 percent of the street frontage measured parallel to the curb may be occupied by parking and/or vehicle access.
8. For properties fronting on two or more pedestrian oriented streets, parking may be located on one of the streets; provided, that a building or pedestrian oriented space is situated between the parking and the street corner.

**M.L.** In addition to site planning measures above, provide at least two of the following pedestrian amenities near the sidewalk:

1. Pedestrian furniture, such as seating, lighting, drinking fountain, etc.
2. Pedestrian weather protection at least three feet wide along at least 80 percent of the building's street front face. The weather protection may be in the form of awnings, marquees, canopies or building overhangs; provided, that canopies or awnings not extend above 15 feet above the ground elevation at the highest point nor lower than eight feet at the lowest point.
3. Pedestrian oriented open space.
4. Substantial perimeter landscaping.
5. Artwork.
6. Transit stop with seating.
7. Window displays over the majority of the front facade.
8. Decorative screen wall, trellis, or other building or site feature.
9. Pedestrian lighting.

**N.M.** Architecturally accentuate building corners at street intersections. All new buildings located on properties at the intersection of two public streets shall apply one or more of the following design elements:

1. At least 100 square feet of sidewalk or pedestrian oriented open space in addition to required building setback.
2. Corner entrance to courtyard, building lobby, atrium or pedestrian pathway.
3. Corner architectural elements such as bay windows, roof deck or balconies on upper stories, notched or curved facade surfaces.
4. Sculpture or artwork or distinctive use of materials.
5. Special treatment of pedestrian weather protection canopy.
6. Building corner entry.

**O.N.** Building Design. Building shell colors shall be earth tones such as taupe, brown, red-brown, buff, gray, cream, white, natural wood, brick, or stone. Trim should be white, black, dark blue, dark green, dark teal, dark red, or other deep saturated colors. Bright accent colors should not cover more than 10 percent of any building facade.

Stucco must not be treated in a sculptural manner with curved surfaces or relief patterns. Stucco surfaces should be trimmed with wood, brick, or masonry or in a way that protects them from the weather. (Ord. 995 § 12 (Exh. A), 2015).

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## **Chapter 18.54**

### **OFF-STREET PARKING**

Sections:

- 18.54.010 Intent.
- 18.54.020 General requirements.
- 18.54.030 Minimum requirements.
- 18.54.040 Mixed occupancies.
- 18.54.050 Off-street loading.
- 18.54.060 Incentives for reducing the number of parking stalls.
- 18.54.070 Development standards.

**18.54.010 Intent.**

It is the intent of this chapter to:

- A. Assure that space is provided for the parking, loading and unloading of motor vehicles on the site of premises or uses which attract said motor vehicles;
- B. Provide minimum standards of space and parking arrangements, and for the movement of motor vehicles into and out of such spaces;
- C. Avoid or reduce traffic congestion on public streets by:
  - 1. Keeping the need for on-street parking to a minimum, and
  - 2. Controlling access to sites;
- D. Enhance safety for pedestrians and motor vehicle operators; and
- E. Encourage the creation of an aesthetically pleasing and functionally adequate system of off-street parking and loading facilities. (Ord. 995 § 12 (Exh. A), 2015).

**18.54.020 General requirements.**

- A. Off-street parking spaces and driveways shall not be used at any time for purposes other than their intended use, i.e., the temporary storage of motor vehicles used by persons visiting or having business to conduct on the premises for which the parking is provided.
- B. Minimum parking space required and intended for use by occupants or users of specific premises shall not be leased or rented to others, nor shall such space be made unavailable through other means to the users for whom the parking spaces are intended. This, however, does not preclude shared parking arrangements.
- C. Whenever a building or a piece of land is put to a use different from the immediately preceding use, or when a building is remodeled, reconstructed or expanded, adequate off-street parking shall be provided consistent with the new use, reconstruction or expansion of the premises.
- D. Consideration from the site plan review committee should be given as to the requirements and standards for off-street parking as they pertain to the central business district.
- E. Off-street parking facilities shall be located as hereinafter specified; where a distance is specified, such distance shall be the walking distance measured from the nearest point of the parking facilities to the nearest point of the building that such facility is required to serve.
- F. For a single-family dwelling or multifamily dwellings, the parking facilities shall be located on the same lot or building site as the building they are required to serve.

G. For churches located in any zones, parking facilities shall be located on the site; consideration may be given to parking facilities located not farther than 150 feet from the building.

H. For hospitals, sanitariums, homes for the aged, asylums, orphanages, rooming houses, lodging houses, nursing and convalescent homes, community clubs and club rooms, parking facilities shall be located not farther than 150 feet from the facility.

I. For uses other than those specified, parking facilities shall be located not farther than 300 feet from the facility.

J. Handicapped parking shall meet the guidelines of the International Building Code as adopted in Chapter 18.23 YMC.

K. Exceptions or modifications to the provisions of this chapter shall be processed as a variance application. (Ord. 995 § 12 (Exh. A), 2015).

#### **18.54.030 Minimum requirements.**

The requirements for off-street parking and loading facilities and their design shall be regarded as the minimum; however, the owner, developer or operator of the premises for which the parking facilities are intended shall be responsible for providing adequate amounts and arrangement of space for the particular premises even though such space or its arrangement is in excess of the minimum set forth in this chapter.

For special uses, the parking requirement shall be as provided in that chapter or as determined by the site plan review committee.

#### A. ~~A.~~ Residential Uses.

<u>Type of Use</u>	<u>Minimum Parking Requirements</u>
<u>Single Family</u>	<u>Two per dwelling unit</u>
<u>Accessory Dwelling Unit</u>	<u>One per dwelling unit.</u>
<u>Duplexes &amp; Multi-family Units up to 4 Units</u>	<u>Two per dwelling Unit</u>
<u>Multi-family over 4 Units</u>	<u>One space for studio apartments</u> <u>One and one-half spaces per 1 – 2 bedroom dwelling unit</u> <u>Two spaces per 3+ bedroom dwelling units</u> <u>Plus one guest space for every 10 units.</u>
<u>Multi-family constructed along major transit routes</u>	<u>One space for studio and 1 bedroom apartments</u> <u>One and one-half spaces pre 2+ bedroom dwelling units</u>

#### ~~1. —Single family, duplexes and multifamily dwellings require two parking spaces per dwelling unit.~~

Housing intended for exclusive use of, and occupied by, senior citizens shall provide one space for every three dwelling units plus two-tenths space per dwelling unit in buildings containing five or more dwelling units. Housing in which the dwelling units are characterized by one room enclosing all activities (sometimes referred to as “bachelor” or “efficiency” units) shall provide one and one-half parking spaces for each dwelling unit, plus two-tenths space per dwelling unit in buildings containing five or more dwelling units.

B. Commercial Uses. In the several commercial districts, off-street parking requirements shall be as shown herein; provided, that all of the property is controlled by a single person or corporation, or written agreements for shared parking, acceptable to the city, are filed with the community development department. Shared parking agreements are acceptable only if the physical relationship between the premises makes such sharing possible and results in superior design in terms of layout, access, reduced curb cuts and the like.

In the following list, the parking requirements for specific uses listed shall be determined through a formula of one stall per number of gross floor area (GFA), or as specified.

<u>Type of Use</u>	<u>Minimum Parking Requirements</u>
Banks, saving and loan associations, business and professional offices	One per 300 sq. ft. of GFA.
Retail establishments, including grocery stores	One per 250 sq. ft. of GFA.

Type of Use	Minimum Parking Requirements
Establishments for the sale and consumption of food and beverages, including fraternal and social clubs	One per 200 sq. ft. of GFA.
Boarding, lodging or rooming houses	One and one-half for each sleeping room.
Institutions, sanitariums and long-term facilities	One for each two beds, plus one per employee based on the greatest number of care employees on a single shift.
Churches, mortuaries or funeral homes	One for six seats in the principal place of assembly or worship, including balconies and choir loft.
Hospitals	One for each bed, plus one per employee based on the greatest number of employees on a single shift.
Libraries and museums	One for each eight occupants, based on maximum occupants per the International Building Code.
Medical or dental clinics	One and one-half per patient treatment room/area, plus one space per employee based on the greatest number of employees on a single shift.
Motels, hotels	One for each unit, plus one per employee based on the greatest number of employees on a single shift.
Motor vehicle or machinery sales, wholesale stores, furniture stores	One for each 400 sq. ft. of GFA.
Schools:	
High schools	One for each four students that enrolled and are of legal driving age, plus one per classroom and office. Public assembly areas, such as auditoriums, stadiums etc., which are primary uses, shall be considered a separate use in determining parking.
Elementary and junior high schools	One for each 10 students of design capacity.
Places of assembly without fixed seats, e.g., stadiums, auditoriums, and churches	One for each 10 occupants, based on the maximum occupant load per the International Building Code.
Assembly areas, less-concentrated use, e.g., conference rooms and gymnasiums	One for each 10 occupants, based on the maximum occupant load per the International Building Code.
Theaters	One for each six seats.

#### C. General Industrial Uses.

1. One space per employee based on the greatest number of employees on a single shift, plus
2. One square foot parking per square foot of display or retail area, plus
3. One space for each vehicle owned, leased or operated by the company.

D. Specific Industrial Uses. Warehouses require one space per 1,000 square feet GFA, plus one space per 400 square feet of GFA used for office or display.

Off-street parking requirements for uses similar or related to, or any use not specifically listed above, shall be determined by the site plan review committee on the basis of the requirement for similar uses, and on the basis of evidence of actual demand created for similar or related uses in Yelm, and such other traffic engineering or planning data as may be available and appropriate for the establishment of minimum and maximum parking requirements. (Ord. 995 § 12 (Exh. A), 2015).

#### 18.54.040 Mixed occupancies.

In the case of two or more uses in the same building, the total requirements for off-street parking facilities shall be the sum of the requirements for the several uses computed separately. Off-street parking facilities for one use shall not be considered as providing required parking facilities for any other use, except as hereafter specified in incentives for reducing the number of parking stalls, YMC 18.54.060. (Ord. 995 § 12 (Exh. A), 2015).

**18.54.050 Off-street loading.**

Off-street loading shall be required for all commercial establishments which are engaged in the retailing or wholesaling of merchandise requiring regular delivery such as food retailers, lumber yards, hardware stores, department stores and the like.

Total Gross Floor Area of Building(s)	Space Required
Less than 5,000 sq. ft.	One
5,000 sq. ft. to 25,000 sq. ft.	Two
25,000 sq. ft. to 50,000 sq. ft.	Three
Each additional 50,000 sq. ft. or fraction thereof in excess of 25,000 sq. ft.	One additional

All off-street loading and unloading spaces shall be of adequate size and with adequate access thereto to accommodate a vehicle 45 feet in length, 12 feet in width and 14 feet in height. Each loading space shall be surfaced with an asphalt, concrete or similar pavement so as to provide a surface that is durable and dust-free and shall be so graded and drained as to properly dispose of all surface water, and shall, moreover, comply with Yelm Engineering Specifications and Standard Details.

Any floor area provided by additions to or structural alterations to a building shall be provided with loading space or spaces as set forth herein whether or not loading spaces have been provided for the original floor space. (Ord. 995 § 12 (Exh. A), 2015).

**18.54.060 Incentives for reducing the number of parking stalls.**

The city may allow the overall parking ratio (stalls/floor area, people or employees) to be reduced for buildings of 5,000 square feet or more, provided such reductions are consistent with the intent of this chapter. Reduction in parking areas may include any combination of incentives; provided, that the overall reduction does not exceed 25 percent of the minimum area required by YMC 18.54.030. Reductions in parking requirements may occur pursuant to, but are not limited to, the following guidelines:

A. A reduction of the required parking is possible with coordinated design and shared access to consolidated parking areas linked by pedestrian walkways.

B. Multiple parcels, under separate ownership, shall be treated as a single development site if all owners agree. Where adjoining parking facilities of two or more ownerships are developed and designed as one parking facility, a reduction of up to 15 percent of the total combined required parking spaces may be permitted.

C. In a mixed use development a reduction of the required parking is possible if, through a quantified parking demand analysis, it can be demonstrated that parking requirements for the highest and best uses occur at offsetting peak times.

D. Primary night-time uses such as theaters and bowling alleys may receive up to a 50 percent reduction in providing the required number of parking stalls if:

1. A lease for the equivalent parking stall reduction is obtained from a primary day-time user such as a bank, office or retail store;
2. Leased parking is within 300 feet of the associated use, as long as a pedestrian walkway exists or is provided between parking area and use.

E. Two or more uses may share a parking area or garage if:

1. The continuation of joint or shared facilities shall be assured by a sufficient legal document such as a covenant or reciprocal easement agreement or recorded covenant on the approved site plan or by participation in a local improvement district.

2. Off-site leasing of parking areas may be utilized to meet the required ratio of parking for the proposed use; provided, that the leased parking is within 300 feet of the proposed use, as long as a pedestrian walkway exists or is provided between parking area and use.

F. Alternative programs that may be considered by the site plan review committee under this section include, but are not limited to the following:

1. Private vanpool operation;
2. Transit/vanpool fare subsidy;
3. Imposition and maintenance of a charge for parking;
4. Provision of subscription bus services;
5. Flexible work hour schedule;
6. Capital improvements for transit services;
7. Preferential parking for carpools/vanpools;
8. Participation in the ride-matching program;
9. Reduction of parking fees for carpools and vanpools;
10. Establishment of a transportation coordinator position to implement carpool, vanpool and transit programs;
11. Bicycle parking facilities. (Ord. 995 § 12 (Exh. A), 2015).

**18.54.070 Development standards.**

Parking area design shall include:

A. Internal circulation of the lot shall be so designed as to minimize in-and-out driving time, idling time, time spent looking for a parking space without reentering adjoining public streets.

B. Off-street parking areas shall be designed to provide for the safe and convenient circulation of pedestrians and vehicle traffic within the parking area and between the parking area and adjacent streets.

C. Provide access roads through large lots with more than one street frontage.

D. Provide shared parking facilities between adjacent compatible land uses.

E. Convenient, marked pedestrian access shall be provided from parking areas to pedestrian linkage systems and from parking areas to principal uses.

F. Except as approved by the site plan review committee in specified locations within the central business district, in all commercial and industrial developments, and in all residential buildings containing five or more dwelling units, parking areas shall be so arranged as to make it unnecessary for a vehicle to back out into any street or public right-of-way.

G. Adequate provision shall be made for individual ingress and egress by vehicles to all parking stalls at all times by means of unobstructed maneuvering aisles. Maneuvering aisles, parking stall dimensions and requirements shall be as shown in the Yelm Engineering Specifications and Standard Details.

H. In all parking facilities containing 25 or more parking spaces, a maximum of 25 percent of the required parking spaces may be reduced in size for the use of small cars, provided these spaces shall be clearly identified with a sign permanently affixed immediately in front of each space containing the notation "Compacts Only." Spaces designed for small cars may be reduced in size as listed in the Yelm Engineering Specifications and Standard Details for minimum parking dimensions. Where feasible, all small car spaces shall be located in one or more contiguous areas

and/or adjacent to ingress/egress points within parking facilities. Location of compact car parking spaces shall not create traffic congestion or impede traffic flows.

I. When off-street parking is provided in the rear of a building and a driveway or lane alongside the building provides access to the rear parking area, such driveway or lane shall be a minimum width of 20 feet with a sidewalk meeting ADA requirements adjoining the building and curbed or raised six inches above the driveway surface.

J. An owner/developer may install the required parking spaces in phases if a phased schedule has been approved by the site plan review committee. This schedule must specifically indicate when the minimum parking requirements of YMC 18.54.030 will be provided. The site plan review committee may permit the use of temporary parking areas with appropriate screening as part of a phasing schedule. In addition, the site plan review committee may require a performance assurance device to ensure conformance with the requirements and intent of Chapter 18.53 YMC.

K. Parking angles may be varied on different aisles within a single parking area to permit more efficient space utilization.

L. Dead-end aisles shall be considered as two-way aisles.

M. Turnaround areas will be required when necessary.

N. All parking areas and driveways must be surrounded by a six-inch-high vertical concrete curb if the lot is visible from the street.

O. All landscaped and pedestrian areas shall be protected from encroachment by parked cars. (Ord. 995 § 12 (Exh. A), 2015).

## Chapter 18.64

### ZONING OVERLAYS

#### Sections:

- 18.64.010 Intent.
- 18.64.020 Planned residential development.
- 18.64.040 Mixed use development.
- 18.64.050 Townhouse development.
- 18.64.060 Manufactured homes.

#### **18.64.010 Intent.**

It is the intent of this chapter to provide opportunity for greater flexibility in zoning and design requirements, encourage a variety of housing types, encourage infilling of skipped-over parcels in developed areas of the city and to provide for maximum efficiency in the layout of streets, utility networks and other public improvements. (Ord. 995 § 12 (Exh. A), 2015).

#### **18.64.020 Planned residential development.**

A planned residential development encourages imaginative design and the creation of permanent open space by preserving or creating environmental amenities superior to those generally found in conventional developments, and by preserving to the greatest possible extent the natural characteristics of the land, including topography, natural vegetation, waterways, and views. For single family residential developments, the inclusion of a variety of housing types such as duplexes or townhomes may qualify for density bonuses listed below.

A. Density Bonus. The city may approve an increase in the dwelling unit density up to:

1. In the low density district, fifteen percent, rounded to the nearest whole number.
2. In the moderate density district, twenty percent, rounded to the nearest whole number.
3. In the high density district, twenty-five percent, rounded to the nearest whole number.

BA. Subdivision Requirements. A planned residential development shall be exempt from the specific design requirements of a standard subdivision, except that when any parcel of land in a planned residential development is intended for individual ownership, sale, or public dedication, procedural and applicable state laws pertaining to the subdivision and conveyance of land and the preparation of maps shall be followed.

CB. Relationship of Planned Residential Development Site to Adjacent Areas. The design of a planned residential development shall take into account the relationship of the site to the surrounding areas. The perimeter of the planned residential development shall be designed to minimize undesirable impact of the planned residential development on adjacent properties and, conversely, to minimize undesirable impact of adjacent land use and development characteristics on the planned residential development.

DE. Buildings may have common walls and, therefore, be built to the property line as in townhouse construction. Wherever buildings are separated, a minimum distance of 10 feet shall be maintained between such buildings.

ED. Landscaping. Natural landscape features which are to be preserved, such as existing trees, drainage ways, rock outcroppings, etc., may be accepted as part of the landscaping plan when such natural features contribute to the attractiveness of the proposed development. (Ord. 995 § 12 (Exh. A), 2015).

#### **18.64.040 Mixed use development.**

A mixed use development encourages imaginative design and the creation of open space in development by preserving or creating environmental amenities superior to those generally found in conventional developments and preserves to the greatest possible extent the natural characteristics of the land, encourages development of a variety of housing types, and establishes a method for utilizing potential zoned properties.

A. Exemptions from Certain Provisions.

1. A mixed use development shall be exempt from the specific design requirements of a standard subdivision, except that when any parcel of land in a mixed use development is intended for individual ownership, sale, or public dedication, procedural and applicable state laws pertaining to the subdivision and conveyance of land and the preparation of maps shall be followed.

**B. Relationship to Adjacent Areas.**

1. The design of the mixed use development shall take into account the relationship of the site to the surrounding areas. The perimeter of the mixed use development shall be so designed as to minimize undesirable impact of the mixed use development on adjacent properties and, conversely, to minimize undesirable impact of adjacent land use and development characteristics of the mixed use development.

2. Setbacks from the property line of the mixed use development area shall be comparable to or compatible with those of the existing development of adjacent properties or if adjacent properties are undeveloped, the type of development which may reasonably be expected on such properties given the existing zoning of such properties and the land use component of the comprehensive plan. (Ord. 995 § 12 (Exh. A), 2015).

**18.64.050 Townhouse development.**

It is the intent of this section to provide for the development of townhouses within residential neighborhoods which may be conveyed as individually owned, separately platted lots. A townhouse is a one-family dwelling unit which is part of a group of two or more such units separated by common party walls having no doors, windows or other provisions for human passage or visibility through the common walls. Each one-dwelling unit in a townhouse is attached by not more than two party walls.

**A. Density Standards and Uses.**

1. Density Bonus. The city may approve an increase in the dwelling unit density up to:

1. In the low density district, fifteen percent, rounded to the nearest whole number.

2. In the moderate density district, twenty percent, rounded to the nearest whole number.

3. In the high density district, twenty-five percent, rounded to the nearest whole number.

~~The basic density shall be the same as permitted by the underlying zone.~~

2. A townhouse lot shall contain a minimum area of 1,600 square feet and a minimum lot and building width of 20 feet.

3. No more than four abutting townhouses or townhouse clusters within the townhouse project site shall have a common front building setback. Variations in the setback of front building faces shall be at least four feet.

4. No townhouse dwelling unit shall be located closer than 25 feet to any public right-of-way nor within 15 feet of a private drive, access road or common open parking area to the front or rear of such a dwelling unit.

5. Every lot containing a townhouse must provide a private yard of at least 300 square feet, oriented to either the building front, rear or side, enclosed visually by fences or walls at least five feet in height or plantings to screen first level views from adjacent units.

6. The minimum side yard requirement for end dwelling units in townhouse groups shall be the same as the underlying zone. For all dwelling units other than end dwelling units in subdivided townhouse developments, the common walls shall be designed with zero lot lines.

7. No portion of a townhouse, accessory structure or other building type in or related to one group or cluster of contiguous townhouses shall be nearer than 10 feet to any portion of a townhouse or accessory structure of another townhouse building or cluster.

8. When the only driveway is from the street, each pair of units must share a common curb cut.

9. Conversion of existing structures to a townhouse project will be permitted provided all townhouse development standards as outlined in this section can be satisfied. (Ord. 995 § 12 (Exh. A), 2015).

**18.64.060 Manufactured homes.**

It is the intent of this section to permit the location of manufactured homes as a permanent form of dwelling unit, to provide standards for the development and use of manufactured homes, and to make a distinction between manufactured home communities and manufactured home subdivisions and their characteristics.

A. Manufactured housing units shall comply with the following requirements:

1. Homes shall be set below grade on ribbon-footings and a permanent foundation shall be constructed around the perimeter. No more than 12 inches of the perimeter foundation shall be visible or above the finish grade of the lot.
2. Manufactured housing shall be comparable to site-built housing in the neighborhood within the same zoning district. In general, manufactured homes shall be comprised of at least two fully enclosed parallel sections with a total width of at least 24 feet and a length of at least 36 feet.
3. The age of a manufactured home, as reflected on the title, shall not exceed a maximum of five years at the time of installation.

B. Manufactured housing communities shall comply with the following requirements:

1. The minimum lot size for a manufactured housing community shall not be less than three acres, nor more than 15 acres.
2. Yard setbacks along the perimeter of the property shall be 15 feet from the required buffer.
3. The minimum lot size and width shall be 4,000 square foot lot size average, a minimum 40 feet wide and 80 feet deep.
4. A 10-foot dense sight barrier landscape buffer and six-foot solid wood fence shall be required around the perimeter of the site. The buffer shall be placed along the perimeter property line and the six-foot solid wood fence shall be placed 10 feet inside the perimeter property line.
5. Each manufactured home site shall have access from an interior drive or roadway only.
6. Access to the manufactured housing community shall be limited to not more than one driveway from a public street or road for each 200 feet of frontage.
7. In addition to the parking requirements of Chapter 18.53 YMC, a minimum seven-foot parking on each side of the street or minimum seven-foot parking on one side of the street and a parking area for guests of at least one space for each five homes. Parking areas shall be located in a centralized location(s).
8. No manufactured housing community shall be constructed to block connecting streets shown or proposed as part of the Yelm comprehensive plan.
9. All interior private streets of the community shall have minimum 11-foot drive lanes.
10. Manufactured home communities shall connect with traffic and pedestrian ways on all abutting or connecting streets.
11. All streets, roads and driveways shall be paved to a standard of construction acceptable to the public works department. Interior pedestrian walkways, carports and parking areas shall be paved.
12. A minimum four-foot internal walkway shall connect each space with common areas, internal roads, public streets and parking areas. All walkways must be separated, raised, or protected from vehicular traffic and provide access for handicapped persons.

13. Accessory buildings or structures accessory to the manufactured housing community as a whole, and intended for the use of all manufactured home occupants are permitted, provided the building area not exceed one-fourth of the common open space area. (Ord. 995 § 12 (Exh. A), 2015).

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